OPERATING

AND

BLOCK SIGNAL

RULES

OF

Bamberger Railroad Company

ADOPTED SEPTEMBER 19, 1943

No. 121

THIS BOOK IS THE PROPERTY
OF THE

Bamberger Railroad Company

AND IS LOANED TO

NAME	Occupation	Date Issued

who hereby agrees to return it to the proper official when called for, or upon leaving the service, or forfeit one dollar.

GENERAL NOTICE

Loyalty to your company is the primary obligation.

Safety is of the first importance in the discharge of duty.

Obedience to the rules is essential to safety.

To enter or remain in the service is an assurance of willingness to obey the rules.

The service demands the faithful, intelligent and courteous discharge of duty.

To obtain promotion, ability must be shown for greater responsibility.

The rules herein set forth govern the railroad operated by the Bamberger Railroad Company. They take effect September 19, 1943, superseding all previous rules and instructions inconsistent therewith.

Special instructions may be issued by proper authority.

N. S. WILTSIE,
General Superintendent.

Approved:

JULIAN M. BAMBERGER,
President and General Manager.

GENERAL RULES

A. Employes whose duties are prescribed by these rules must provide themselves with a copy.

Employes whose duties are in any way affected by the time-table must have a copy of the current time-table with them while on duty.

B. Employes must be conversant with and obey the rules and special instructions. If in doubt as to their meaning they must apply to proper authorities for an explanation.

C. Employes must pass the required examinations.

D. Persons employed in any service on trains are subject to the rules and special instructions.

E. Employes must render every assistance in their power in carrying out the rules and special instructions and must report to the proper official any violation thereof.

F. Accidents, power failure, defects in track, bridges, signals, or any unusual conditions which may affect the movement of trains, must be promptly reported to the proper authority.

G. The use of intoxicants or narcotics is prohibited.

H. The use of tobacco by employes on duty in or about passenger stations, or on passenger cars, is prohibited.

J. Employes on duty must wear the prescribed badge and uniform and be neat in appearance.

K. To avoid annoyance to the public, employes and others authorized to transact business at stations and on or about trains, must be courteous, orderly and quiet.

L. In case of danger to the Company's property employes must unite to protect it.

M. Employes must exercise care to avoid injury to themselves or others by observing the condition of equipment and when found defective will, if practicable, put them in safe condition, reporting defects to the proper authority.

They must inform themselves as to the location of structures or obstructions where clearances are close.

They must expect trains to run at any time, on any track, in either direction.

They must not stand on the track in front of an approaching engine or car for the purpose of boarding the same.

DEFINITIONS

Engine—A unit propelled by any form of energy and used in train or yard service.

Train—An engine or more than one engine coupled, with or without cars.

Regular Train—A train authorized by a time-table schedule.

Extra Train—A train not authorized by a time-table schedule. It may be designated as—

Extra—for any extra train, including passenger extra or work extra;

Passenger extra—for passenger train extra;

Work extra—for work train extra.

Superior Train—A train having precedence over another train.

Train of Superior Right—A train given precedence by train order.

Train of Superior Class—A train given precedence by time-table.

Train of Superior Direction—A train given precedence in the direction specified by time-table as between opposing trains of the same class.

Time-Table—The authority for the movement of regular trains subject to the rules. It contains classified schedules with special instructions relating to the movement of trains.

Schedule—That part of a time-table which prescribes class, direction, number and movement for a regular train.

Main Track—A track extending through yards and between stations, upon which trains are operated by time-table or train order, or both, or the use of which is governed by block signals.

Single Track—A main track upon which trains are operated in both directions.

Two or More Tracks—Two or more main tracks upon any of which the current of traffic may be in either specified direction.

Current of Traffic—The movement of trains on a main track, in one direction, specified by the rules.

Station—A place designated on the time-table by name.

Siding—A track auxiliary to the main track for meeting or passing trains.

Block System—A series of consecutive blocks.

Automatic Block System—A series of consecutive blocks governed by block signals, cab signals, or both, actuated by a train, or engine, or by certain conditions affecting the use of a block.

Interlocking—An arrangement of signals and signal appliances so interconnected that their movemets must succeed each other in proper sequence and for which interlocking rules are in effect. It may be operated manually or automatically.

Interlocking Limits—The tracks between the home signals of an interlocking.

Interlocking Station—A place from which an interlocking is operated.

Block—A length of track of defined limits, the use of which by trains is governed by block signals.

Fixed Signal—A signal of fixed location indicating a condition affecting the movement of a train.

Block Signal—A fixed signal at the entrance of a block, or within a block, to govern trains entering and using that block.

Dwarf Signal—A low fixed signal.

Interlocking Signals—The fixed signals of an interlocking.

Electric Switch Lock—A locking device applied to a hand operated switch or derail.

Switch Indicator—A miniature signal showing occupancy or non-occupancy of a main line block.

Medium Speed—A speed not exceeding thirty (30) miles per hour.

Slow Speed—A speed not exceeding fifteen (15) miles per hour.

Reduced Speed—Proceed prepared to stop short of train or obstruction.

Restricted Speed—Proceed prepared to stop short of train, obstruction, or switch not properly lined, and be on lookout for broken rail, or anything that may affect movement of train.

Yard Speed—A speed that will permit stopping within one-half the range of vision.

Yard—A system of tracks within defined limits provided for the making up of train, storing of cars and other purposes, over which movements not authorized by time-table, or by train order, may be made, subject to prescribed signals and rules, or special instructions.

Yard Engine—An engine assigned to yard service and working within yard limits.

Pilot—An employe assigned to a train when the train operator or conductor, or both, are not fully acquainted with the physical characteristics or rules of the railroad, or portion of the railroad, over which the train is to be moved.

Train Operator—The operator of a passenger train or of a freight train, and includes freight crews, unless the wording distinctly indicates otherwise.

Train Register—A book or form which may be used at designated stations for registering the time of arrival and departure of trains and such other information as may be prescribed.

OPERATING RULES

STANDARD TIME

1. Mountain Standard time will be used unless otherwise shown on current time-table.

2. Watches that have been examined and certified to by a designated inspector must be used by conductors, train operators and all foremen. The certificate in prescribed form must be renewed and filed with Superintendent every six months.

(Form of Certificate)

Certificate of Watch Inspector

This is to certify that on....., 19.....
the watch of.....
employed as .....
on the .....R....., was examined by me. It is correct and reliable, and, with proper care, should run within a variation of thirty seconds per week.

Name of maker .....
Grade .....
Number of movement.....
Open or hunting case.....
Metal of case.....

Signed,

.....
Inspector.

Address .....

3. Unless otherwise provided, watches of conductors, train operators and all track foremen must be compared with a standard clock before commencing each day's work. Location of standard clock will be shown in the time-table. Where these employes do not have access to a standard clock, they must check time with dispatcher before starting the day's work.

TIME-TABLES

4. Each time-table, from the moment it takes effect, supersedes the preceding time-table, and its schedules take effect at the leaving time at their initial stations. But when a schedule of the preceding time-table corresponds in number, class, day of leaving, direction, and initial and terminal stations with a schedule of the new time-table, a train authorized by the preceding time-table will retain its train orders and assume the schedule of the corresponding number of the new time-table.

Not more than one schedule of the same number and day shall be in effect.

5. Not more than two times are given for a train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and the leaving time.

The time applies at the switch where an opposing train clears; where there is no switch, it applies at the station.

Schedule meeting or passing stations are indicated by figures in full-faced type.

Both the arriving and leaving time of a train are in full-faced type when both are meeting or passing time, or when one or more trains are to meet or pass it between those times.

When there are one or more trains to meet or pass a train at any station, attention is called to it by the numbers of the trains to be met or passed in small figures adjoining.

6. The following letters when placed before the figures of the schedule indicate:

L.—Leave;
A.—arrive;
s.—regular stop;
f.—flag stop to receive or discharge traffic.

SIGNALS

7. Employes whose duties may require them to give signals, must provide themselves with the proper appliances, keep them in good order and ready for immediate use. Signals must be given and acted upon strictly in accordance with the rules. Train operators, yardmen, and others must keep a constant lookout for signals. Those giving signals must locate themselves so as to be plainly seen; signals must be given in such a manner that they can be definitely understood.

8. Flags of the prescribed color must be used by day, and lights of the prescribed color by night.

9. Day signals must be displayed from sunrise to sunset, but when day signals cannot be plainly seen, night signals must be used in addition.

Night signals must be displayed from sunset to sunrise.

During foggy weather, headlights should be used during daytime whenever necessary.

10. **Color Signals**

Color	Indication
(a) Red.	Stop.
(b) Yellow.	Proceed at reduced speed, and for other uses prescribed by the Rules.
(c) Green.	Proceed, and for other uses prescribed by the Rules.
(d) Green and White.	Flag stop. See Rule 28.
(e) Blue.	See Rule 26.
(f) Purple.	Stop. (Indication for dwarf signals.)
(g) Yellow.	A yellow flag or light, placed on the right side of the track, indicates that the track 1000 feet distant is in condition for a speed of not more than 10 M.P.H., unless a different speed is specified by train order or bulletin. This signal should be acknowledged by whistle signal 14(g) and normal speed must not be resumed until train has passed a yellow flag or light, placed on the left side of the track—unless Proceed signal is given by track foreman.
(h) Flashing Green	Crossing signal is operating.

11. A fusee burning on or near the track of an approaching train must be extinguished. The train may then proceed at restricted speed. Fusees must not be placed where they might set fire to anything, nor on public road crossings.

12. Hand, Flag and Lamp Signals

NOTE—The hand, or a flag, moved the same as the lamp, as illustrated in the following diagrams, gives the same indications, except in the observance of Rule 12 (a) the hand or flag movement may be above the shoulder.

12a.

STOP

Swung across the track.

12b.

REDUCED SPEED

Held horizontally at arm's length.

12c.

PROCEED

Raised and lowered vertically.

12d.

BACK

Swung vertically in a circle at half arm's length across the track.

12f.

APPLY AIR BRAKES

Swung horizontally above the head when standing.

12g.

RELEASE AIR BRAKES

Held at arm's length above the head, when standing.

12h. Any object waved violently by any one on or near the track is a signal to stop.

13. Omitted. (Not used.)

14. **Engine Whistle Signals**

NOTE—The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds. The sound of the whistle should be distinct, with intensity and duration proportionate to the distance signal is to be conveyed.

Sound	Indication
(a) o	Apply brakes. Stop.
(b) — —	Release brakes. Proceed.
(c) — o o o	Flagman protect rear of train.
(d) — — — —	Flagman may return from south.§
(e) — — — — —	Flagman may return from north.§
(g) o o	Answer to any signal not otherwise provided for.
(h) o o o	When standing, back. Answer to 12 (d) and 16 (c). When running, answer to 16 (d).
(j) o o o o	Call for signals.
(k) Omitted (Not used.)	
(l) — — o —	Approaching public crossings at grade. To be prolonged or repeated until crossing is reached.
(m) ———	Approaching stations, junctions, railroad crossings at grade and as may be required.
(n) — — o	Approaching meeting or waiting points. See Rule 90.
(o) o —	Inspect train line for leak or for brakes sticking.
(p) Succession of short sounds	Alarm for persons or livestock on the track.

§—As prescribed by Rule 99.

Sound	Indication
(q) — o	When running against the current of traffic: (1) Approaching stations, curves, or other points where view may be obscured. (2) Approaching passenger or freight trains and when passing freight trains. (3) Preceding the signals prescribed by (d) and (e).

15. The explosion of two torpedoes is a signal to proceed at reduced speed. The explosion of one torpedo will indicate the same as two, but the use of two is required.

Torpedoes must not be placed at stations or on public crossings.

16. **Communication Signals**

NOTE—The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds.

Sound	Indication
(a) o o	When standing—start.
(b) o o	When running—stop at once.
(c) o o o	When standing—back.
(d) o o o	When running — stop at next passenger station.
(e) o o o o	When standing — apply or release air brakes.
(f) o o o o	When running—reduce speed.
(g) o o o o o	When standing–recall flagman
(h) o o o o o	When running–increase speed
(j) o o o o o o	When running—increase train heat.
(k) o — o	Shut off train heat
(l) ———	When running — brake sticking; look back for hand signals.

17. The headlight will be displayed to the front of every train by night. It must be concealed or extinguished when a train turns out to meet another and has stopped clear of main track.

It must be dimmed:

(a) When passing through yards where yard engines are employed;

(b) Approaching stations at which stops are to be made or where trains are receiving or discharging passengers;

(c) Approaching train order signals, junctions, terminals, meeting points, or while standing on main track;

(d) On two or more tracks when approaching train in the opposite direction.

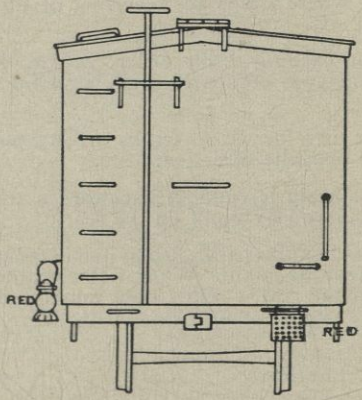
When a train is running backward a white light must be displayed by night on the rear.

18. Yard engines will display the headlight to the front and rear by night. When not provided with a headlight at the rear, a white light must be displayed.

19. The following signals will be displayed to the rear of every train, as markers, to indicate the rear of the train:

Rear of Passenger Train by Night

Two Marker lamps lighted, Red.



Rear of Freight Train by Night

A red Reflector Board and a red light to indicate the rear of the train.

20. Train operator will be responsible for displaying proper designation and number in indicator box in front end of passeger train.

21. No **white** flags or **white** designation lights will be required for extra trains.

22. When two or more engines are coupled, signals shall be displayed on the leading engine as prescribed by Rule 17.

23. One light displayed where in Rule 19 two are prescribed will indicate the same as two; but the proper display of all train signals is required.

24. Omitted. (Not used.)

25. Each car of a passenger train must be connected with the engine by a communicating signal appliance.

26. A blue signal, displayed at one or both ends of an engine, car or train, indicate that workmen are under or about it; when thus protected it must not be coupled to or moved. Each class of workmen will display the blue signals and the same workmen are alone authorized to remove them. Other equipment must not be placed on the same track so as to intercept the view of the blue signals, without first notifying the workmen.

When emergency repair work is to be done under or about cars in a train and a blue signal is not available, the train operator will be notified and protection must be given those engaged in making the repairs.

Use of Signals

27. A signal imperfectly displayed, or a white light displayed where a colored light should be, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal, except that when the day indication is plainly seen, it will govern.

Engine and train crews using a switch where the switch light is imperfectly displayed or absent, must, if practicable, correct or replace the light.

A signal imperfectly displayed or the absence of a signal at a place where a signal is usually shown, must be promptly reported to the Dispatcher.

28. A green and white signal will be used to stop a train only at the flag stations indicated on its schedule.

29. When a signal, except a fixed signal, is given to stop a train, it must, unless otherwise provided, be acknowledged as prescribed by Rule 14 (g) or (h).

30. The engine bell must be rung when an engine is about to move and while approaching and passing public crossings at grade and while switching at terminals. See Laws of Utah, pages 58 and 59.

32. The unnecessary use of either the whistle or the bell is prohibited.

33. Watchmen stationed at public crossings at grade must use stop signals when necessary to stop trains. They will use prescribed signals to stop highway traffic.

34. All member of engine and train crews must, when practicable, communicate to each other by its name the indication of each signal affecting the movement of their train or engine.

35. The following signals will be used by flagmen:

Day signals—A red flag,
Torpedoes and
Fusees.

Night signals—A red light,
Torpedoes and
Fusees.

SUPERIORITY OF TRAINS

71. A train is superior to another train by right or class.

Right is conferred by train order; class and direction by time-table.

Right is superior to class.

72. Trains of the first class are superior to those of the second; trains of the second class are superior to those of the third; and so on.

73. Extra trains are inferior to regular trains.

MOVEMENT OF TRAINS

82. Time-table schedules, unless fulfilled, are in effect for twelve hours after their time at each station.

Regular trains more than twelve hours behind either their schedule arriving or leaving time at any station lose both right and schedule, and can thereafter proceed only as authorized by train order.

83. A train must not leave its initial station or a junction, or pass from one of two tracks to single track, until it has been ascertained whether all trains due, which are superior have arrived or left.

Stations at which train registers are located will be designated by time-table.

84. A train must not start until the proper signal is given.

85. Trains of one schedule may pass trains of another schedule of the same class, and extra trains may pass and run ahead of other extra trains.

86. Unless otherwise provided, an inferior train must be clear at the time a superior train in the same

direction is due to leave the next station in the rear where time is shown.

87. An inferior train must keep out of the way of opposing superior trains and failing to clear the main track by the time required by rule must be protected as prescribed by Rule 99.

Extra trains must clear the time of opposing regular trains not less than five minutes unless otherwise provided, and will be governed by train orders with respect to opposing extra trains.

88. At meeting points between extra trains, the train in the inferior time-table direction must take the siding unless otherwise provided.

Trains must pull into the siding when practicable; if necessary to back in, the train must first be protected as prescribed by Rule 99, unless otherwise provided.

89. At meeting points the inferior train must take the siding and clear the time of the superior train not less than five minutes, except at schedule meeting points between trains of the same class, where the inferior train must clear the main track before the leaving time of the superior train.

The superior train must stop at schedule meeting points with trains of the same class unless switch is properly lined and track clear. The inferior train must pull into the siding when practicable. If necessary to back in, unless otherwise provided, it must be protected as prescribed by Rule 99.

90. The train operator of each freight train will give signal 14 (n) at least one mile before reaching a meeting or waiting point.

91. Unless some form of block system is used, trains in the same direction must keep not less than five minutes apart, except in closing up at stations.

92. A train must not leave a station in advance of its schedule leaving time.

93. Within yard limits the main track may be used without protecting against extra trains and engines. Extra trains and engines must move within yard limits at yard speed unless the main track is known to be clear.

94. A train which overtakes another train so disabled that it cannot proceed will pass it, if practicable, and will proceed to the next available point of communication, and there report to the Dispatcher. The disabled train will assume the right or schedule and take the train orders of the last train with which it has exchanged, and will, when able, proceed to and report from the next available point of communication.

95. Omitted. (Not used.)

96. Omitted. (Not used.)

97. Unless otherwise provided, extra trains must not be run without train orders.

98. Trains must approach the end of two or more tracks, junctions and railroad crossings at grade, prepared to stop, unless the switches are properly lined, signals indicate proceed, and track is clear. Where required by law, trains must stop.

99. When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes, and when necessary, in addition, displaying lighted fusees. When recalled and safety to the train will permit, he may return.

When the conditions require, he will leave the torpedoes and a lighted fusee.

NOTE TO RULE 93.—Where block signal rules are in effect, "known to be clear" includes when track is known to be clear by signal indication.

The front of the train must be protected in the same way when necessary. See Rule 510.

When a train is moving under circumstances in which it may be overtaken by another train, the flagman must take such action as may be necessary to insure full protection. By night, or by day when the view is obscured, lighted fusees must be thrown off at proper intervals.

When day signals cannot be plainly seen, owing to weather or other conditions, night signals must also be used. Conductors and train operators are responsible for the protection of their trains.

100. When the flagman goes back to protect the rear of the train and is left behind, another trainman must take his place on the train.

101. Trains must be fully protected against any known condition, not covered by the rules, which interferes with their safe passage.

102. When a train is disabled or stopped suddenly by an emergency application of the air brakes or other causes, adjacent tracks as well as tracks of other railroads that are liable to be obstructed must at once be protected until it is ascertained they are safe and clear for the movement of trains.

103. When cars are pushed by an engine, and the conditions require, a trainman must take a conspicuous position on the leading car and when shifting over public crossings at grade not protected by a watchman, or by gates, a member of the crew must protect the crossing.

104. Conductors are responsible for the position of switches used by them and their trainmen, except where switch tenders are stationed. Switches must be properly lined after having been used.

A switch must not be left open for a following train unless in charge of a trainman of such train.

Any switch so equipped that it can be locked with a switch-lock in one position only, must be kept locked in that position, except when thrown to allow passage of trains.

When practicable, the train operator must see that the switches near the engine are properly lined.

A train must not foul a track until switches connected with the movement are properly lined, and when waiting to cross from one track to another and during the approach or passage of a train on tracks involved, all switches connected with the movement must be secured in the normal position. Switches must not be restored to normal position until a movement is completed or clear of the main track involved.

While a train is moving, or is about to move, over a switch, any employe in the vicinity of such switch must take position on opposite side of track from switch stand when practicable, and when not practicable to do so, must take position not less than twenty feet from the switch stand.

105. Unless otherwise provided trains using a siding must proceed at reduced speed.

106. Both the conductor and the train operator are responsible for the safety of the train and the observance of the rules, and, under conditions not provided for by the rules, must take every precaution for protection.

107. Trains must run at restricted speed in passing a train receiving or discharging passengers at a station, except where proper safeguards are provided or the movement is otherwise protected. They must not pass between it and the platform at which the passengers are being received or discharged, unless the movement is properly protected.

108. In case of doubt or uncertainty, the safe course must be taken.

109. Where two main tracks are in service trains must keep to the right unless otherwise provided.

110. When a train crosses over to, or obstructs another track, unless otherwise provided, it must first be protected as prescribed by Rule 99.

111. Where trains are rounding curves and approaching sidings, trainmen must look along side of train for indications of defects in train and also frequently observe condition of track to determine derailment marks or dragging parts.

PILOT

120. The pilot is responsible for the observance by train operator and trainmen of signals and rules. and for informing train operator and conductor of physical characteristics of the portion of the railroad over which train is to be moved. The pilot will be held equally responsible with train operator and trainmen for the safety of the train.

Rules For
MOVEMENT BY
TRAIN ORDERS

RULES FOR MOVEMENT BY TRAIN ORDERS

201. For movements not provided for by time-table, train orders will be issued by authority and over the signature of the Superintendent and only contain information or instructions essential to such movements.

They must be brief and clear; in the prescribed forms when applicable; and without erasure, alteration or interlineation.

Figures in train orders must not be surrounded by brackets, circles or other characters.

202. Each train order must be given in the same words to all employes or trains addressed.

203. Train orders must be numbered consecutively each day, beginning at midnight.

204. Train orders must be addressed to those who are to execute them, naming the place at which each is to receive his copy, and also to anyone who acts as its pilot. A copy for each employe addressed must be supplied.

Train operator must show train orders when practicable to forward trainmen. Conductors must show train orders when practicable to trainmen.

205. Each train order must be written in full in a book provided for the purpose at the office of the Dispatcher, and with it recorded the names of those who have signed for the order; the time and the signals which show when and from what offices the order was repeated and the responses transmitted; and the Dispatcher's initials. These records must be made at once and never from memory or memoranda.

206. In train orders regular trains will be designated by number as "No. 10," adding engine numbers if desired. Extra trains will be designated by engine numbers, and the directions as "Extra 570, 'North' or

'South'." For the movement of an engine of another company the initials as well as the engine number will be used.

Even hours as "10:00 A. M." must not be used in stating time in train orders.

In transmitting train orders by telephone, the numbers of trains and engines in the address may be pronounced and then spelled, letter by letter if so desired. All stations and numerals in the body of an order must first be plainly pronounced and then spelled, letter by letter thus: Aurora, A-u-r-o-r-a, and One Naught Five, O–n–e N–a–u–g–h–t F–i–v–e.

The letters duplicating names of stations and numerals will not be written in the order book nor upon train orders, except time, which may be duplicated in words.

When train orders are transmitted by telephone, the Dispatcher must write the order as he transmits it and underscore each word and figure at the time it is repeated.

When two or more engines are coupled and a designation is made by engine numbers, the number of the leading engine will be used in train orders.

207. To transmit a train order, the number of copies, if more or less than three, must be given to each office addressed.

208. A train order to be sent to two or more offices must be transmitted simultaneously to as many of them as practicable. When not sent simultaneously to all, the order must be sent first to the superior train.

The several addresses must be in the order of superiority of trains, each office taking its proper

address, and, when practicable, must include the train or the operator at the meeting or waiting point.

Copies of the order addressed to the operator at the meeting or waiting point must be delivered to the trains affected until all have arrived from one direction.

A train order must not be sent to a superior train at the meeting or waiting point if it can be avoided. When an order is so sent, the fact will be stated in the order and special precautions must be taken to insure safety.

209. Persons receiving train orders must write or typewrite them in manifold during transmission. If the requisite number of copies cannot be made at one writing they must make others from the original copy and repeat to the Dispatcher from the new copies each time additional copies are made. They must retain a copy of each train order which must be forwarded to Dispatcher at the end of day's work. The time, complete, and the signature of the person receiving the train order must be in his hand writing.

210. When a "31" train order has been transmitted, operator must, unless otherwise directed, repeat it at once from the manifold copy in the succession in which the several offices have been addressed, and then write the time of repetition on the order. Each person receiving the order should observe whether the others repeat correctly.

The conductor or train operator and others addressed must read it to the operator and then sign it, and the operator will send their signatures preceded by the number of the order to the Dispatcher. The response "complete," and the time, with the initials of the Superintendent, will then be given by the Dispatcher. Each person receiving this response will then write on each copy the word "complete," the time, and his last name in full, and then deliver a copy to each person addressed, except that when the

order is signed by the conductor, he must personally deliver a copy of it to each train operator, the train operator will then read the order to the conductor before proceeding.

211. When the train operator or conductor of the train addressed in a train order receives a "31" train order directly from the Dispatcher, he must, unless otherwise directed, repeat it at once to the Dispatcher from his copy. He then must sign it and report his signature, preceded by the number of the train order, to the Dispatcher. The Dispatcher will then give the response "complete," the time, and the initials of the Superintendent. The person receiving this response will then write on each copy of the train order the word "complete," the time, and his last name in full. He will then personally deliver a copy of the train order to each person addressed. Also see Rule 209.

212. When so directed by the Dispatcher, a train order may be acknowledged before repeating, by the operator responding: "Number of Train Order to Train Number, X," with the operator's initials and office signal. The operator must then write on the order his initials and the time.

213. "Complete" must not be given to a train order for delivery to an inferior train until the order has been repeated or the "X" response sent by the opeator who receives the order for the superior train.

214. When a train order has been repeated or "X" response sent, and before "complete" has been given, the order must be treated as a holding order for the train addressed, but must not be otherwise acted on until "complete" has been given.

If the means of communication fails before an office has repeated an order or has sent the "X" response, the order at that office is of no effect and must be then treated as if it had not been sent.

216. For train orders delivered by the train dispatcher the requirements as to the record and delivery are the same as at other offices.

217. A train order to be delivered to a train at a point not a train order office, or at one at which the office is closed, must be addressed to

"————Train———— at ————
care of ————," and forwarded and delivered by the conductor or other person in whose care it is addressed. When form 31 is used, "complete" will be given upon the signature of the person by whom the order is to be delivered, who must be supplied with copies for the conductor and train operator addressed, and a copy upon which he shall take their signatures. This copy he must deliver to the Dispatcher. See Rule 209.

Orders so delivered must be acted on as if "complete" had been given in the usual way.

For orders which are sent, in the manner herein provided, to a train, the superiority of which is thereby restricted, "complete" must not be given to an inferior train until the signatures of the conductor and train operator of the superior train have been sent to the Dispatcher.

218. Omitted. (Not used.)

219. An operator must not repeat or give the "X" response to a train order for a train which has been cleared until he has obtained the signatures of the conductor and train operator to the order.

220. Train orders once in effect continue so until fulfilled, superseded or annulled. Any part of an order specifying a particular movement may be either superseded or annulled.

Orders held by or issued for or any part of an order relating to a regular train become void when such train loses both right and schedule as prescribed by Rules 4 and 82, or its schedule is annulled.

When a conductor or train operator, or both, is relieved before the completion of a trip, all train orders and instructions held must be delivered to the relieving conductor or train operator. Such orders or instructions must be compared by the conductor and train operator before proceeding.

221. Unless otherwise provided, a fixed signal must be used at each train-order office, which shall indicate "stop" or "proceed" when there is an operator on duty. While "stop" is indicated, trains must not proceed without train orders.

222. Operators must promptly record and report to the Dispatcher the time of arrival and departure of all trains and direction of extra trains.

223. The following signals and abbreviations may be used:

Initials for signature of the Superintendent.
Such office and other signals as are arranged by the Superintendent.
C & E—for Conductor and Engineman.
C & M—for Conductor and Motorman.
Tr Opr—for Train Operator.
X—Train will be held until train order is made "complete."
Com—for Complete.
O S—Train Report.
No—for Number.
Eng—for Engine.
Psgr—for Passenger.
Frt—for Freight.
Mins—for Minutes.
Jct—for Junction.
Dispr—for Train Dispatcher.
Opr—for Operator.
The usual abbreviations for the names of the months and stations.

FORMS OF TRAIN ORDERS

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A.

Fixing Meeting Points for Opposing Trains

(1.) *No* 1 meet *No* 2 at B.
No 5 meet *Extra* 95 *south* at *B.*
Passenger Extra 652 *north meet Extra* 231 *south at B.*

(2.) *No* 2 *and No* 4 meet *No* 1 *and No* 3 at *C and Extra* 95 *north* at *D* (and so on).
No 1 meet *No* 2 at *B No* 4 at *C and Extra* 95 *south* at *D.*

Trains receiving these orders will run with respect to each other to the designated points and there meet in the manner prescribed by the rules.

B.

Directing A Train to Pass or Run Ahead of Another Train

(1.) *No* 1 pass *No* 3 at *K.*

Both trains will run according to rule to the designated point and there arrange for the rear train to pass promptly.

(2.) *Extra* 594 *south* run ahead of *No* 6 *M* to *B.*

The first-named train will run ahead of the second-named train between the designated points.

(3.) *No* 1 pass *No* 3 at *K* and run ahead of *No* 7 to *Z.*

When an inferior train receives an order to pass a superior train, right is conferred to run ahead of the train passed between the designated points.

C.

Giving Right Over An Opposing Train

(1.) *No* 1 has right over *No.* 2 *G* to *X.*

If the second-named train reaches the point last named before the other arrives, it may proceed, keeping clear of the schedule of opposing train as required by rule.

---

(2). *Extra* 37 *south* has right over *No* 3 *F* to *A.*

The regular train must not go beyond the point last named until the extra train has arrived, unless directed by train order to do so.

These orders give right to the train first named over the other train between the points named. If the trains meet at either of the designated points, the first-named train must take the siding, unless the order otherwise prescribes.

D.

Giving Regular Trains the Right Overe A Given Train

Omitted. (Not used.)

E.

Time Orders

No 1 run 50 *mins* late *A* to *G.*

This makes the schedule time of the train named, between the stations designated, as much later as stated in the order, and any other train receiving the order is required to run with respect to this later time, as before required to run with respect to the regular schedule time. The time in the order should be such as can be easily added to the schedule time.

F.

For Sections

Omitted. (Not used.)

G.

Extra Trains

(1.) *Eng* 99 run extra *A* to *F*.

(2.) *Eng* 99 run *Passenger Extra A* to *F*.

(3.) *Eng* 99 run extra *A* to *F* and return to *C*. The extra must go to F before returning to C.

H.

(1.) *Eng* 292 works extra 6 45 *a m* until 5 45 *p m* between *D* and *E*.

The work extra must, whether standing or moving, protect itself against extra trains within the working limits in both directions as prescribed by the rules. The time of regular trains must be cleared.

This may be modified by adding:

(2). *Not protecting against southbound extra trains.*

The work extra will protect only against northbound extra trains. The time of regular trains must be cleared.

(3.) *Not protecting against extra trains.*

Protection against extra trains is not required. The time of regular trains must be cleared.

The working limits should be as short as practicable, to be changed as the progress of the work may require.

Work extras must give way to all trains as promptly as practicable.

I.

Omitted. (Not used.)

J.

Holding Order

(1.) Hold *No* 2.

(2.) Hold *all, or northbound, trains.*

When a train has been so held it must not proceed until the order to hold is annulled, or an order given in the form:

————*may go.*

These orders will be addressed and acknowledged in the usual manner.

Form J will be used only when necessary to hold trains until orders can be given, or in case of emergency.

K.

Annulling A Schedule

No 1 due to leave *A Feb 29th* is annulled *A* to *Z.*

The schedule annulled becomes void between the points designated and cannot be restored.

Form K will not be combined with other forms of train orders.

L.

Annulling An Order

(1.) Order *No* 10 is anulled.

If an order which is to be annulled has not been delivered to a train, the annulling order will be addressed to the person originally receiving that order, who will destroy all copies of the order annulled but his own, and write on that:

Annulled by Order No. ————.

An order which has been annulled must not be reissued under its original number.

M.

Annulling Part of An Order

(1.) That part of Order *No* 10 reading *No* 1 *meet* *No* 2 at *S* is annulled.

(2.) That part of Order *No* 12 reading *No* 3 *pass* *No* 1 at *S* is annulled.

Form M will be used only when that part of the order not annulled is clear in its wording.

P.

Superseding An Order or A Part of An Order

This order will be given by adding to prescribed forms the words "instead of————."

(1.) *No* 1 meet *No* 2 at *C* instead of *B*.

An order which has been superseded must not be reissued under its original number.

When a train is directed by train order to take siding for another train, such instructions apply only at the point designated in that order, and do not apply to the superseding order unless so specified.

R.

Providing for A Movement Against the Current of Traffic

(1.) *No* 1 has right over opposing trains on——— track *C* to *F*.

The designated train must use the track specified between the points named and has right over opposing trains on that track between those points. Oppos-

ing trains must not leave the point last named until the desigated train arrives.

All trains between the points named moving with the current of traffic in the same direction as designated train must receive a copy of the order, and may then proceed on their schedules, or rights.

This order may be modified as follows:

(2.) After *No* 4 arrives at *C*, *No* 1 has right over opposing trains on————track *C* to *F*.

The train to be moved against the current of traffic must not leave the first-named point until the arrival of the first-named train.

A train must not be moved against the current of traffic until the track on which it is to run has been cleared of opposing trains.

Train Order Blank for 31 Order

FORM 31 FORM 31

Name ..... COMPANY

TRAIN ORDER No. 10

January 17 19 43

TO ..... AT .....

X ..... Initials ..... Opr.; 1 45 A M.

Each employee addressed must have a copy of this order.

Repeated at 2 20 A M.

Conductor or Train Oper.	Train	Made	Time	Operator
Jones Brown	45	Complete	2 20 a.m.	Black

BLOCK SIGNAL RULES

BLOCK SIGNAL RULES

261. On designated tracks, as specified by the time-table and special instructions, trains will be governed by block signals.

262. Block signals govern the movement of trains through blocks, and, unless otherwise provided, signal indications supersede time-table authority and take the place of train orders. They do not dispense with the use or observance of other signals and rules whenever and wherever they may be required.

263 (a) Block signals, actuated by track circuits, are designated by numbers indicating approximately the distance in miles and tenths according to mile posts. Signals governing southbound trains have even numbers and signals governing northbound trains odd numbers.

(b) Block signals, operated by trolley contactors, are designated by letters as shown on current time table or special instructions.

264. Fixed signals of the color type display their indications by lights of prescribed color as viewed from an approaching train, and are located to the right of and adjacent to or directly above the track which they govern.

265. The Dispatcher must be advised in advance of any known condition that will delay the train or prevent it from making usual speed.

266. All members of engine and train crews must, when practicable, communicate to each other by its name the indication of each signal affecting the movement of their train or engine.

267. Before doing any work that would interfere with the operation of switches or signals, foreman or other person in charge must communicate with Dispatcher.

500. Nachod Block Signals are operated by trolley wheel passing through trolley contactors.

(A) In order to actuate the signal, there must be power in the trolley wire, and the trolley wheel must touch the trolley contactor. However, the car controller handle may be in any position. Signals are positive showing **no** lights when no train is in the block ahead. Entering a block from either direction, a train in passing under and entering contactor will operate the block and will show **green** (proceed) pilot light immediately ahead of his train and will cause **red** (stop-and-stay) light to burn at the other end of the block. A train, having passed under entering contactor and operated the block, must pass under a leaving contactor in order to clear the block. See Rule (F) below.

(B). The instant a train passes under the entering contactor, the result upon the signal must be noted by train operator. Only the change from **no** light in the signal to a **green** light gives a train authority to enter the block. No train must pass a signal and proceed under block protection unless it has just obtained a **green** light and the signal is continuing to show a **green** light. Any other indication is a **Stop** signal and train must stay behind the contactor until the proper **green** light is obtained or it proceeds through the block under flag in accordance with Rule No. 500 (E) below.

(C) If, upon approaching the entering contactor, a **green** light is already showing, the block is occupied by another train moving in the same direction, and train must not pass under entering contactor until waiting at least **30 seconds after** the signal shows **no** light (this to allow all trolleys of the outgoing train to clear block before incoming train sets same).

(D) Should two trains enter a block from opposite ends at exactly the same instant, both signals will **fail** to light. In this case both trains must back out of the block under the contactor by which they

entered and will not go forward under block protection until the **green** light is obtained by one of them.

(E) If a train passing under an entering contactor fails to receive a **green** light, it should back under the contactor and go forward again. If not successful train operator will communicate with the Dispatcher. If account of phone difficulty, train operator is unable to communicate with Dispatcher, he may flag through the block at restricted speed after having executed all train order and time table instructions.

(F) Not more than one train will occupy a block at any one time, except that a train under flag protection may enter a block showing a **green** light and may follow another train through an occupied block of which the block signal lights will continue to burn until the trolleys of all trains in the block have passed under the leaving contactor.

(1) When a flagman of a following train is placed upon a preceding train which is operating the block, said flagman is responsible that the train he is riding does not clear the block at the leaving contactor.

(2) When a train leaves a flagman to accompany a following train through a block, train operator of the train operating the block is responsible that his train does not clear the block at the leaving contactor.

(G) Except as provided in Rule 500 (F) above, when a train leaves the block, train operator will see that the block signal light is extinguished. If trolley should leave the wire before train passes under the outgoing contactor, or if for any other cause signal fails to work, train should back under the outgoing contactor and go forward again. This operation to be reported to Dispatcher at earliest opportunity.

(H) Failure to obtain proper signal; failure to clear the block; and absence or burning out of any

signal light or having to flag through a block; must be reported to Dispatcher at the earliest opportunity.

(I) If an Operator unintentionally passes under an entering contactor agaist a **red** block, it will not affect the signal as the entering contactor is out of operation when the signal is on. In such a case, car must be backed out again behind the entering contactor and wait until the signal clears.

(J) Upon approaching a block, if signal is burning and does not clear in a reasonable time, call Dispatcher.

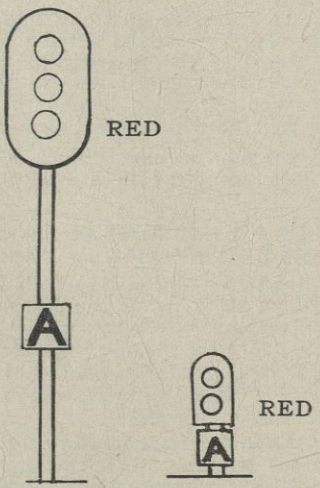
(K) Do not stop a car or replace a trolley on the wire under a contactor.

(L) Should conditions require a freight or work train to clear a block, when the passing of a locomotive under leaving contactor would require excess movements, contactor may be operated with insulated extension pole. Under no conditions throw stones, metal or other objects at the contactor to operate same.

(M) When there are more than two locomotives in a train the trolley of the leading locomotive will be pulled down when passing under the leaving contactor and the signal will be operated by the trolley of the rear locomotive.

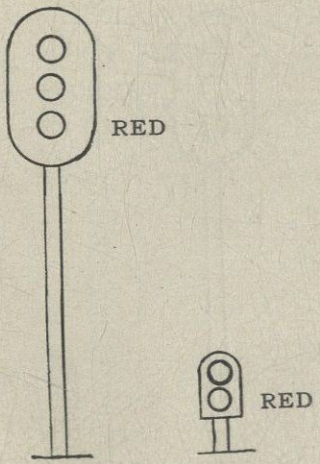
501. Automatic Block Signals (ABS) are operated by track circuits and give indications as follows:

Rule 501-A



Indication — STOP-AND-STAY.
Name: STOP INDICATION.
See Rule 509.

Rule 501-B

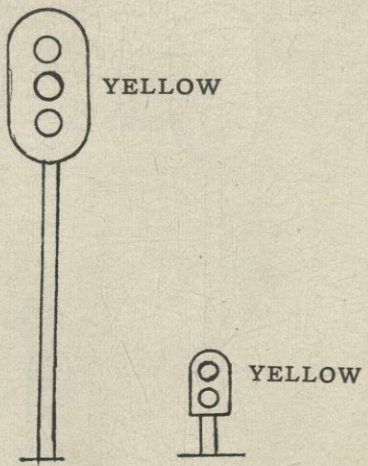


Indication — STOP, then proceed at Restricted Speed.

Name: STOP-AND-PROCEED INDICATION.

See Rule 511.

Rule 501-C

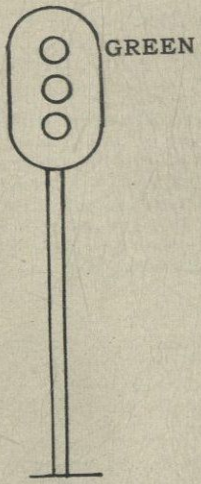


Indication — Reduce to Medium Speed, approaching next signal prepared to stop.

Name: APPROACH INDICATION

See Rule 512.

Rule 501-D



Indication — Proceed.

Name: PROCEED INDICATION.

508. Unless otherwise provided, block signals on double track govern trains moving only with the current of traffic on that track.

509. When a train has been stopped by a Stop-and-Stay indication, (designated by the letter "A") it may proceed when signal changes to an Approach indication or to a Proceed indication; or—

If the signal remains at Stop, and the cause is unknown, or in case of any unusual delay from any cause, train operator must communicate with Dispatcher at once. If Dispatcher knows there is no train in the block, instructions may be issued permitting the train to proceed but at restricted speed prepared to stop short of train, obstruction, broken rail, switch not properly lined or anything that may affect movement of train, to next signal displaying an Approach or Proceed indication; or—

In case of failure of communication, train may proceed when preceded by a flagman either to the next point of communication or to the next signal displaying Approach or Proceed indication.

510. When a train with only one trainman, is stopped by a block signal under conditions making it necessary to send a flagman ahead, after placing two torpedoes immediately at rear of train, it may proceed at restricted speed without sending a flagman ahead, prepared to stop short of train, obstruction, or switch not properly lined, and be on lookout for broken rail, or anything that may affect movement of train.

511. When a train has been stopped by a Stop-and-Proceed indication, it may proceed when signal changes to an Approach indication or to a Proceed indication; or—

If the signal remains at Stop, train may proceed, but must move at restricted speed to next signal in advance, looking out for a train, obstruction,

broken rail, switch not properly lined or anything that may affect movement of train.

512. When a train passes a signal showing an Approach indication, it may proceed, but must move at medium speed, prepared to stop at next signal.

513. A train delayed after having passed a signal displaying a Proceed indication, must approach the next signal at a rate of speed that will enable train operator to respect whatever indication is displayed by that signal.

514. A train entering a block between signals must be protected as required by the rules and must proceed at restricted speed to the first signal governing its direction.

515. A train having passed beyond the limits of a block must not back into that block except under protection as prescribed by Rule 99.

516. When a train enters a siding or other track, the main track switch must be kept open until the entire train has passed the insulated joints at the clearance point.

A train or cars on a siding or other track must stand clear of insulated joints placed in the track at the clearance point.

Trains proceeding from sidings or other tracks to the main track must remain clear of the insulated joints at the clearance point on such tracks until the main track switch has been opened.

(See Page 57 for Revised Rule 517)

This does not relieve employees from protecting their train as required by Rule 99 nor from observance of all other block signal rules.

Rule 518

SWITCH INDICATORS

FIG. 1
BLOCK OCCUPIED

FIG. 2
BLOCK OCCUPIED IN
BOTH DIRECTIONS

FIG. 3
BLOCK CLEAR

FIG. 4
BLOCK CLEAR IN
BOTH DIRECTIONS

FIG. 5
BLOCK OCCUPIED
TO THE RIGHT
CLEAR TO THE LEFT

FIG. 6
BLOCK OCCUPIED
TO THE LEFT
CLEAR TO THE RIGHT

518. Switch indicators are for information only and do not relieve employees from protecting their train as required by the rules. When single switch indicator indicates "block clear," or when double switch indicator indicates "block clear" in the direction in which the train intends to move, train may proceed into that block upon observing Rule 517.

519. When stopping at signal, the leading wheels should not pass the signal.

520. When a train is stopped by a block signal which is evidently out of order, unless otherwise provided, the fact must be reported to Dispatcher at once. Also see Rule 27.

517. (Revised 1-20-44) Before a train moves from a spur or from a siding to a main track, protected by ABS, all derails and rigid switches to be used for such movement must be properly lined.

The member of the train crew who throws any switch in a main track, protected by ABS, must wait at that main track switch two (2) minutes after throwing it before his train enters or fouls such ABS main track. The observance of the two (2) minute waiting period is not required when a train moves from a spur or a siding to a main track upon which cars are standing occupying the block.

Before a train moves through a cross-over to a main track, protected by ABS, the cross-over switch in the track, on which the train is standing, must be opened FIRST and a member of the train crew must wait at that switch two (2) minutes after throwing it before his train enters or fouls the ABS main track and before the cross-over switch in the ABS main track is opened.

When it is necessary for a train with only one trainman to make these movements, he will wait at the switch the prescribed two (2) minutes after throwing it before returning to operate his train.

The above provisions do not relieve employees from protecting their train as required by Rule 99 nor from observance of all other block signal rules.

Section 77-0-14 Locomotives—Equiment Required—Signals at Crossings—Variations of Signals by Approved Local Ordinances — Violations — Penalty.

Every locomotive shall be provided with a bell which shall be rung continuously from a point not less than 80 rods from any city or town street or public highway grade crossing until such city or town street or public highway grade crossing shall be crossed, but, except in towns and at terminal points, the sounding of the locomotive whistle or siren at least one-fourth of a mile before reaching any such grade crossing shall be deemed equivalent to ringing the bell as aforesaid; during the prevalence of fogs, snow and dust storms, the locomotive whistle shall be sounded before each street crossing while passing through cities and towns. All locomotives with or without trains before crossing the main track at grade of any other railroad must come to a full stop at a distance not exceeding 400 feet from the crossing, and must not proceed until the way is known to be clear; two blasts of the whistle or two sounds of the siren shall be sounded at the moment of starting; provided, that whenever interlocking signal apparatus and derailing switches or any other crossing protective device approved by the public utilities commission is adopted such stop shall not be required.

Provided, that local authorities in their respective jurisdiction may by ordinance approved by the Public Service Commission provide more restricted sounding of bells or whistles or sirens than is provided herein and may prescribe points different from those herein set forth at which such signals shall be given and may further restrict such ringing of bells or sounding of whistles or sirens so as to provide for either the ringing of bell or the sounding of a whistle or of a siren or the elimination of the sounding of such bells

or whistles or sirens or either of them, except in case of emergency.

The term locomotive as used herein shall mean every self-propelled steam engine, electrically propelled interurban car and so-called diesel operated locomotive.

Every person in charge of a locomotive violating the provisions of this section is guilty of a misdemeanor, and the railroad company shall be liable for all damages which any person may sustain by reason of such violation.